



DEPARTMENT OF TRANSPORTATION
HAZARDOUS MATERIALS REGULATIONS BOARD

WASHINGTON, D.C. 20590

16108

[49 CFR Parts 171, 172, 173, 174,
178]

[Docket No. HM-104; Notice 72-10]

TRANSPORTATION OF HAZARDOUS
MATERIALS

Notice of Proposed Rule Making

The Hazardous Materials Regulations Board is considering amendments to several unrelated sections of the Department's Hazardous Materials Regulations. Commenters need only identify the particular proposal on which they wish to comment when responding. The proposals covered in this document are:

A—Ammonium nitrate and other nitrates.
B—Dry chlorine compounds and securing of certain portable tanks.

C—Titanium sulfate with not over 45 percent sulfuric acid.

D—Dichlorodifluoromethane - difluoroethane mixtures in DOT-4E240 cylinders.

E—Motor vehicle passenger restraint systems.

F—Hydraulic accumulators.

G—DOT specification 2N metal cans.

H—ASTM test method reference correction in Part 178, Appendix B.

PROPOSAL A—AMMONIUM NITRATE AND
OTHER NITRATES

The Hazardous Materials Regulations Board is considering an amendment to §§ 171.7, 172.5, 173.182, and 174.532 of the Department's Hazardous Materials Regulations to specify a new definition for ammonium nitrate fertilizer and to provide new packagings for this material. Also, it is proposing to remove calcium nitrate from regulation and to provide additional packagings for ammonium nitrate (no organic coating), ammonium nitrate mixed fertilizer, and sodium nitrate.

The proposal to adopt a new definition for ammonium nitrate fertilizer is based on a petition from The Fertilizer Institute. The Board believes that the definition will provide the general public a greater degree of protection by insuring that ammonium nitrate fertilizer does not contain unacceptable percentages of organic or sensitizing substances. The new packagings proposed for ammonium nitrate fertilizer are based on petitions from special permit holders who have reported satisfactory shipping experience to the Board with these packagings.

A number of petitions were received by the Board which requested that calcium nitrate be removed from regulation based on the nonhazardous composition of technical grade calcium nitrate which includes 12- to 15-percent water. This material is relatively inactive when mixed with combustible materials and involved in fire because of the water content. Since technical grade calcium nitrate is considered nonhazardous by

the United Nations' publication Transport of Dangerous Goods (1970) and the Intergovernmental Maritime Consultative Organization's (IMCO) Dangerous Goods Code, and since the Board's review of information available on the material indicates its low hazard, the Board has proposed that calcium nitrate ($5\text{Ca}(\text{NO}_3)_2 \cdot \text{NH}_4\text{NO}_3 \cdot 10\text{H}_2\text{O}$, with 15.5 to 15.6 percent nitrogen and at least 12 percent water) be removed from regulation.

The proposal to provide additional packagings for various nitrate materials is based on petitions from special permit holders who have individually submitted reports to the Board which indicate the packagings have performed satisfactorily in transportation.

Editorial changes have been made to some sections of the regulations involving nitrates for clarification purposes.

In § 172.5, an asterisk has been added in front of the ammonium nitrate-phosphate entry indicating that this material may or may not be classed as an oxidizing material. Use of the asterisk in this manner obviates the need for the footnote reference to ammonium nitrate-phosphate in § 173.182(a) and (b). Similarly, the footnote reference to ammonium nitrate mixed fertilizer has been removed in § 173.182 (a) and (b) since an asterisk is presently shown in § 172.5 before the entry for this material. Also, ammonium nitrate (organic coating) has been deleted from § 173.182(b) since

this material is not known to be shipped in packagings listed under the section. In Part 174 of the regulations concerning loading of other hazardous materials in rail freight transportation (see § 174.532), the modifying phrase to ammonium nitrate fertilizer "having no organic coating" has been deleted because of the proposed new definition.

This proposal does not affect the transportation of nitro carbo nitrate. The Board has received petitions for changes to the regulations governing the shipment of this material and it will consider them in a future docket.

In consideration of the foregoing, it is proposed to amend 49 CFR Parts 171, 172, 173, and 174 as follows:

I. In § 171.7, paragraph (c) (14) would be added to read as follows:

§ 171.7 Matter incorporated by reference.

(c) * * *

(14) TFI: The Fertilizer Institute, 1015 18th Street NW., Washington, DC 20036.

* * * * *

II. In § 172.5 paragraph (a), the list of hazardous materials, would be amended to read as follows:

§ 172.5 List of hazardous materials.

(a) * * *

Article	Classed as—	Exemptions and packing (see sec.)	Label required if not exempt	Maximum quantity in an outside container by rail express (pounds)
(Cancel)				
Ammonium nitrate.....	Oxy. M.....	173.153, 173.182.....	Yellow.....	100
Ammonium nitrate fertilizer, containing 90 percent or more ammonium nitrate with no organic coating.	Oxy. M.....	173.153, 173.182.....	do.....	100
Calcium nitrate.....	Oxy. M.....	173.153, 173.182.....	do.....	100
(Add)				
Ammonium nitrate (no organic coating).....	Oxy. M.....	173.153, 173.182.....	do.....	100
Ammonium nitrate fertilizer, containing no more than 0.2 percent carbon.	Oxy. M.....	173.153, 173.182.....	do.....	100
(Change)				
*Ammonium nitrate-phosphate.....	Oxy. M.....	173.153, 173.182.....	do.....	100

III. In § 173.182, the introductory text of paragraphs (a) and (b) and paragraphs (b) (3), (4), (5), and (6) would be amended; paragraph (b) (7) would be added to read as follows:

§ 173.182 Nitrates.

(a) Aluminum nitrate, ammonium nitrate (no organic coating), ammonium nitrate (organic coating), ammonium nitrate-carbonate mixture, ammonium nitrate-phosphate, ammonium nitrate-fertilizer¹ (containing no more than 0.2 percent carbon), ammonium nitrate mixed fertilizer, barium nitrate, guanidine nitrate, lead nitrate, magnesium nitrate, nitrate, n.o.s., nitrate of soda and potash, nitro carbo nitrate (see note 1), potassium nitrate, silver nitrate, sodium nitrate, and strontium nitrate, when offered for transportation by rail freight, rail express, highway, or carriers by water must be packed in containers as follows:

[Note 1 remains the same.]

(b) Aluminum nitrate, ammonium nitrate (no organic coating), ammonium nitrate-carbonate mixture, ammonium nitrate-phosphate, ammonium nitrate fertilizer¹ (containing no more than 0.2 percent carbon), ammonium nitrate mixed fertilizer, barium nitrate, guanidine nitrate, nitrate of soda and potash, potassium nitrate, sodium nitrate, and strontium nitrate, when offered for transportation by rail freight, rail express, highway, or carriers by water, in addition to packagings prescribed in paragraph (a) of this section, may be packed as follows:

(3) In bulk on cargo vessels subject to the regulations in Subchapter N—Dangerous Cargoes, 46 CFR Part 146, prescribed by the Commandant, U.S. Coast Guard.

(4) Burlap bag made water-resistant and tight against sifting, and of not less than 7½-ounce burlap. Authorized net weight not over 200 pounds. Ammonium nitrate-carbonate mixtures, potassium nitrate, sodium nitrate, nitrate of soda and potash, or strontium nitrate when so packed are exempt from labeling requirements and § 177.823 of this subchapter. For water shipments see Subchapter N—Dangerous Cargoes, 46 CFR Part 146, for the regulations prescribed by Commandant, U.S. Coast Guard. (See §§ 174.532 and 177.838 of this subchapter for loading requirements.)

(5) Multiple-wall paper bags. Each bag filled to weight with product and closed for shipment must be capable of withstanding three 4-foot drops on face or back onto solid concrete without rupture and must be constructed as follows:

(i) Multiple-wall paper bag made of at least four plies. Authorized net weight not over 110 pounds. Each bag must include a moisture barrier ply and be made tight against sifting. Ammonium nitrate-carbonate mixtures, potassium nitrate, sodium nitrate, nitrate of soda and potash, or strontium nitrate when so packed are exempt from labeling requirements and § 177.823 of this subchapter. For water shipments see Subchapter N—Dangerous Cargoes, 46 CFR Part 146, for the regulations prescribed by Commandant, U.S. Coast Guard. (See §§ 174.532 and 177.838 of this subchapter for loading requirements); or

(ii) Multiple-wall paper bag made of at least three plies of extensible kraft paper having a minimum total basis weight of 180 pounds. Authorized net weight not over 80 pounds. Each bag must have the innermost ply coated with polyethylene to provide a moisture barrier. Authorized only for ammonium nitrate (no organic coating), ammonium nitrate fertilizer, and ammonium nitrate mixed fertilizer. (See §§ 174.532 and 177.838 of this subchapter for loading requirements.)

(6) Plastic bags constructed as follows:

(i) Specification 44P (§ 178.241 of this subchapter). All plastic bag. Authorized net weight not over 81 pounds. Authorized only for ammonium nitrate fertilizer and ammonium nitrate mixed fertilizer. (See §§ 174.532 and 177.838 of this subchapter for loading requirements); or

(ii) Polypropylene bag made of 9 denier polypropylene fibers spun continuously to form a sheet weighing at least 3½ ounces per square yard. Authorized net weight not over 100 pounds. Each bag must have an inner liner of polyethylene not less than 4 mils thick. Each bag filled to weight with product and closed for shipment must be capable of withstanding three 4-foot drops on face or back onto solid concrete without rupture. Authorized only for ammonium nitrate (no organic coating) and ammonium nitrate fertilizer. (See §§ 174.532 and 177.838 of this subchapter for loading requirements); or

(iii) Polyethylene bag made of two plies of high-density polyethylene film laminated together so that the orientation of each ply of film is at right angles to the other. Authorized net weight not over 100 pounds. For a net weight not exceeding 50 pounds, the thickness of each bag must be at least 2.5 mils. For a net weight not exceeding 100 pounds, the thickness of each bag must be at least 4 mils. Each bag must be capable of withstanding the test requirements of § 178.241-4 and each bag must be in compliance with the requirements of § 178.241-3 of this subchapter for bag closures. Authorized only for ammonium nitrate (no organic coating), ammonium nitrate fertilizer, and sodium nitrate. Sodium nitrate when so packed is exempt from labeling requirements. (See §§ 174.532 and 177.838 of this subchapter for loading requirements.)

(7) Specification 53¹ or 56 (§§ 178.217, 178.252 of this subchapter). Portable tank. Authorized only for sodium nitrate.

IV. In § 174.532, paragraph (k) would be amended to read as follows:

§ 174.532 Loading other hazardous materials.

(k) Nitrates listed in § 173.182(b) of this subchapter must be loaded in closed cars, which must be free of loose boards, cracks, holes, or exposed decayed spots. Interior of cars must be swept clean and be free of any projections capable of damaging bags when the nitrate is so packaged. Doors of cars must have tight closures. Ammonium nitrate (no organic coating), ammonium nitrate fertilizer, ammonium nitrate mixed fertilizer, or ammonium nitrate phosphate, in bulk may be loaded in clean covered hopper cars. Journals and boxes must be in good condition. (See §§ 174.541(a) (1) and (2) of this subchapter.)

PROPOSAL B—DRY CHLORINE COMPOUNDS AND SECURING OF CERTAIN PORTABLE TANKS

The Hazardous Materials Regulation Board is considering an amendment §§ 172.5, 173.217, and 174.534 of the Department's Hazardous Materials Regulations to delete dichloroisocyanuric acid from these regulations, to delete mono-(trichloro) tetra-(monopotassium dichloro)-penta isocyanurate, to change the proper shipping name of some dry chlorine compounds, to provide for the shipment of certain chlorine compounds in DOT specifications 56 portable tanks, and to provide specific methods of securing certain portable tanks in rail transportation.

These proposed changes are based on petitions from a special permit holder.

The petitioner has proposed that chloroisocyanuric acid be deleted from regulation because it is no longer an item of commerce. Included in this petition is a proposal that a dry chlorine compound, mono-(trichloro) tetra-(monopotassium dichloro)-penta isocyanurate, presently classified as an oxidizing material, not otherwise specifically described by specific name in § 174.532 and packaged according to the provisions of § 173.217.

The petition to change the proper shipping names of some dry chlorine compounds is based on the Department of Agriculture's directive to use the most acceptable chemical name for materials. The Department of Agriculture, which regulates labels for certain chlorine compositions under the Federal Insecticide, Fungicide, and Rodenticide Act, stated that the preferred description for these compounds is the triazinetri-

¹ Applies only to materials tested in accordance with and meeting the definition in The Fertilizer Institute's publication "Definition and Test Procedures for Ammonium Nitrate Fertilizer" dated May 7, 1971.

¹ Use of existing tanks authorized, but new construction not authorized.

nomenclature. The descriptions of potassium dichloroisocyanuric acid, sodium dichloroisocyanuric acid, and trichloroisocyanuric acid, which are all dry chlorine compounds, have been changed to the triazinetrione designation in §§ 172.5 and 173.217 of this proposal.

The proposal to provide for the shipment of certain chlorinated materials in a DOT specification 56 portable tank is based on the satisfactory shipping experience with this type packaging obtained under special permit and reported to the Board. Also, to assure safety in transportation, specific methods for securing this style of portable

tank on or in railcars have often been a required condition in special permits involving these packagings. Therefore, the Board has proposed to amend § 174.534 to require approval of the Federal Railroad Administrator when these tanks are transported on flat cars and contain hazardous materials. In consideration of the foregoing, it is proposed to amend 49 CFR Parts 172, 173, and 174 as follows:

I. In § 172.5, the list of hazardous materials would be amended to read as follows:

§ 172.5 List of hazardous materials.

(a) * * *

Article	Classed as—	Exemptions and packing (see sec.)	Label required if not exempt	Maximum quantity in a outside container by rail express (pounds)
(Add)				
Mono-(trichloro) tetra-(monopotassium dichloro)-penta-s-triazinetrione (dry, containing more than 39 percent available chlorine).	Oxy. M.....	173.153, 173.217.....	Yellow.....	100
Potassium dichloro-s-triazinetrione (dry, containing more than 39 percent available chlorine).	Oxy. M.....	173.153, 173.217.....	Yellow.....	100
Sodium dichloro-s-triazinetrione (dry, containing more than 39 percent available chlorine).	Oxy. M.....	173.153, 173.217.....	do.....	100
Trichloro-s-triazinetrione (dry, containing more than 39 percent available chlorine).	Oxy. M.....	173.153, 173.217.....	do.....	100
(Cancel)				
Dichloroisocyanuric acid, dry, containing more than 39 percent available chlorine.	Oxy. M.....	173.153, 173.217.....	do.....	100
Potassium dichloroisocyanurate, dry, containing more than 39 percent available chlorine.	Oxy. M.....	173.153, 173.217.....	do.....	100
Sodium dichloroisocyanurate, dry, containing more than 39 percent available chlorine.	Oxy. M.....	173.153, 173.217.....	do.....	100
Trichloroisocyanuric acid, dry, containing more than 39 percent available chlorine.	Oxy. M.....	173.153, 173.217.....	do.....	100

II. (A) In Part 173 Table of Contents, § 173.217 would be amended to read as follows:

Sec.

173.217 Calcium hypochlorite compounds, dry, lithium hypochlorite compounds, dry, mono-(trichloro) tetra-(monopotassium dichloro)-penta-s-triazinetrione, dry, potassium dichloro-s-triazinetrione, dry, sodium dichloro-s-triazinetrione, dry, trichloro-s-triazinetrione, dry

(B) In § 173.217, the heading and the introductory text of paragraph (a) would be amended; paragraph (a) (6) would be added to read as follows:

§ 173.217 Calcium hypochlorite compounds, dry, lithium hypochlorite compounds, dry, mono-(trichloro) tetra-(monopotassium dichloro)-penta-s-triazinetrione, dry, potassium dichloro-s-triazinetrione, dry, sodium dichloro-s-triazinetrione, dry, trichloro-s-triazinetrione, dry.

(a) Calcium hypochlorite compounds, dry, lithium hypochlorite compounds, dry, mono-(trichloro) tetra-(monopotassium dichloro)-penta-s-triazinetrione,

dry, potassium dichloro-s-triazinetrione, dry, sodium dichloro-s-triazinetrione, dry, trichloro-s-triazinetrione, dry, each containing more than 39 percent available chlorine must be packed in specification packagings as follows:

(6) Specification 56 (§§ 178.251, 178.252 of this subchapter). Metal portable tank. Authorized only for mono-(trichloro) tetra-(monopotassium dichloro)-penta-s-triazinetrione, dry, potassium dichloro-s-triazinetrione, dry, and sodium dichloro-s-triazinetrione, dry. See § 174.534(b) of this subchapter. chapter.

III. In § 174.534, paragraph (b) would be added to read as follows:

§ 174.534 Portable containers or tanks.

(b) Specifications 52, 53, 56, and 57 portable tanks must not be transported on flat cars or on flat bed trailers on flat cars, except under conditions approved by the Federal Railroad Administrator. For cargo tanks see § 174.533 (c).

PROPOSAL C—TITANIUM SULFATE WITH NOT OVER 45 PERCENT SULFURIC ACID

The Hazardous Materials Regulations Board is considering an amendment to § 173.297(a) of the Hazardous Materials Regulations to authorize the shipment of titanium sulfate solution, containing not more than 45 percent sulfuric acid, in a specification 6D cylindrical steel overpack with an inside specification 2S polyethylene container.

A petition has been filed with the Board to amend the regulations as described above.

Shipments have been made for over 4 years under special permit in the specification 6D overpack with the specification 2S liner with no reported loss of product. These shipments were restricted to 30-gallon-capacity liners with an 18-gage specification 6D overpack.

On the basis of the petition and the satisfactory experience reported, the Board is proposing to incorporate the provisions of the special permit into the regulations.

In consideration of the foregoing, it is proposed to amend 49 CFR Part 173 as follows:

In § 173.297, paragraph (a) (4) would be added to read as follows:

§ 173.297 Titanium sulfate solution containing not more than 45 percent sulfuric acid.

(a) * * *

(4) Specification 6D (§ 178.102 of this subchapter). Cylindrical steel overpack with inside specification 2S (§ 178.35 of this subchapter) polyethylene container not over 30-gallons capacity. Overpack of over 15 gallons must be constructed of at least 18-gage steel throughout.

PROPOSAL D—DICHLORODIFLUOROMETHANE-DIFLUOROETHANE MIXTURES IN DOT-4E240 CYLINDERS

The Hazardous Materials Regulations Board is considering an amendment to § 173.304(a) (2) of the Department's Hazardous Materials Regulations to authorize the shipment of dichlorodifluoromethane-difluoroethane mixtures in specification DOT-4E240 aluminum cylinders.

This proposal is based on a petition by the Compressed Gas Association, Inc. (CGA). The Association has stated that producers and shippers of these mixtures support the petition because it will provide an alternative method of packaging without affecting the safe transportation of this commodity. Also, the petition is supported by over five years of satisfactory shipping experience data reported to the Board by a special permit holder. The Board believes that the proposal has merit.

In consideration of the foregoing, it is proposed to amend 49 CFR Part 173 as follows:

In § 173.304 paragraph (a) (2), the table would be amended as follows:

§ 173.304 Charging of cylinders with liquefied compressed gas.

(a) * * *

(2) * * *

Kind of gas	Maximum permitted filling density (see Note 1)	Containers marked as shown in this column or of the same type with higher service pressure must be used except as provided in § 173.34 (a), (b), § 173.301(j) (see notes following table)
(Change) Dichlorodifluoromethane and difluoroethane mixture (constant boiling mixture) (see Note 8).	Percent Not liquid full at 130° F.	DOT-3A240; DOT-3AA240; DOT-3B240; DOT-3E1800; DOT-4A240; DOT-4B240; DOT-4BA240; DOT-4BW240; DOT-4E240; DOT-5; DOT-39.

PROPOSAL E—MOTOR VEHICLE PASSENGER RESTRAINT SYSTEMS

The Hazardous Materials Regulations Board is considering an amendment to § 173.306 to exempt compressed gas cylinders that are component parts of passenger restraint systems installed in motor vehicles from all of the requirements of the Department's Hazardous Materials Regulations except those requirements for cylinder construction, filling, and specification marking.

This proposal is based on a petition received from the holder of a special permit. Certain special permits authorize the use of compressed gas cylinders with explosive actuating cartridges. Most of the actuators described in these special permits are in compliance with the classification and approval procedures of § 173.86, and they fall within the provisions for exemption under § 173.114(c).

As a condition for exemption from all of the other requirements of the regulations, it is proposed to require that the cylinders be constructed and marked in accordance with the provisions of Part 178 and that they be in compliance with the filling limitations specified in Part 173.

This proposal does not affect the rule making proposed in Docket No. HM-74; Notice No. 71-16 (36 F.R. 11224, 37 F.R. 2588, 37 F.R. 12640) relating to cylinders manufactured outside the United States.

In consideration of the foregoing, it is proposed to amend 49 CFR Part 173 as follows:

In § 173.306, paragraph (d) (3) would be added to read as follows:

§ 173.306 Exemptions from compliance with regulations for shipping compressed gas.

(d) * * *

(3) A cylinder which is a component part of a passenger restraint system installed in a motor vehicle, charged with nonliquefied, nonflammable compressed gas and having no more than two actuating cartridges per valve, is exempt from the requirements of Parts 170-189 of this subchapter except:

(i) Each cylinder must be in compliance with one of the cylinder specifications in Part 178 and authorized for use in § 173.302 for the gas it contains;

(ii) Each cylinder must be in compliance with the filling requirements of § 173.301; and

(iii) Each actuating cartridge must be approved in accordance with § 173.86 and meet the definition set forth in § 173.100(w).

PROPOSAL F—HYDRAULIC ACCUMULATORS

The Hazardous Materials Regulations Board is considering an amendment to §§ 172.5 and 173.306 of the Department's Hazardous Materials Regulations to change the requirements for the shipment of hydraulic accumulators.

The present regulations (§ 173.306(e) (2)) do not provide for the transportation of hydraulic accumulators installed in motor vehicles, construction equipment, and assembled machinery. Transportation of these articles containing one or more hydraulic accumulators may now be authorized only by special permit.

This proposal is based on several petitions from special permit holders. In their petitions they have reported satisfactory shipping experience, some for over a period of 12 years. The hydraulic accumulators covered by these special permits have been designed and fabricated with a burst pressure of not less than five times their charged pressure when shipped. In addition, most of these accumulators have satisfactorily withstood performance tests prior to shipment. These tests help assure that the design and fabrication of the hydraulic accumulators are adequate so they may be safely transported.

Also, the Board is proposing that hydraulic accumulators, exceeding the current maximum charging pressure, be exempt from specification packaging provided the accumulators are shipped under certain conditions. Such shipments are now authorized under the provisions of the same special permits mentioned above and the experience has been reported as equally satisfactory.

In consideration of the foregoing, it is proposed to amend 49 CFR Parts 172 and 173 as follows:

I. In § 172.5 paragraph (a), the List of hazardous materials would be amended to read as follows:

§ 172.5 List of hazardous materials.

(a) * * *

II. In § 173.306, the heading of paragraph (e) would be amended, paragraph (e) (2) would be canceled, and paragraph (f) would be added to read as follows:

§ 173.306 Exemptions from compliance with regulations for shipping compressed gas.

(e) *Refrigerating machines.* * * *

(2) [Canceled]

(f) *Hydraulic accumulators.* The following apply to hydraulic accumulators containing nonliquefied, nonflammable gas, and nonflammable liquids, fabricated from materials which will not fragment upon rupture:

(1) Hydraulic accumulators installed in motor vehicles, construction equipment, and assembled machinery and designed and fabricated with a burst pressure of not less than five times their charged pressure at 70° F., when shipped, are exempt from the requirements of Part 170-189 of this subchapter.

(2) Hydraulic accumulators charged to not more than 200 p.s.i. at 70° F. are exempt from specification packaging, marking, and labeling requirements when shipped under the following conditions, except that marking name of contents on outside packing is required for shipments via carriers by water; in addition to the above exemptions, shipments via highway carriers are exempt from Part 177 of this subchapter, except § 177.817:

(i) Each accumulator must be shipped as an inside packaging;

(ii) Each accumulator may not have a gas space exceeding 2,500 cubic inches under stored pressure, and

(iii) Each accumulator must be tested, without evidence of failure or damage, to at least three times its charged pressure at 70° F., but not less than 120 p.s.i., before initial shipment and before each refilling and reshipment.

(3) Hydraulic accumulators with a charging pressure exceeding 200 p.s.i. at 70° F. are exempt from specification packaging requirements when shipped under the following conditions:

(i) Each accumulator must be in compliance with the requirements stated in subparagraphs (2) (i), (ii), and (iii) of this paragraph, and

(ii) Each accumulator must be designed and fabricated with a burst pressure of not less than five times its charged pressure at 70° F. when shipped.

PROPOSAL G—DOT SPECIFICATION 2N METAL CANS

The Hazardous Materials Regulations Board is considering an amendment to § 178.32-2 of the Department's Hazardous Materials Regulations to authorize the use of DOT specification 2N, inside metal cans, made of 135-pound tin plate throughout and with the top head of each can attached to the body section by full double seams with a durable seaming compound.

This proposal is based on a petition to amend the regulations as described above. Adoption of the proposal would provide shippers with an alternate method of packaging. This proposed

Article	Classed as—	Exemptions and packing (see sec.)	Label required if not exempt	Maximum quantity in 1 outside container by rail express
(Change) Hydraulic accumulators (pressurized with nonflammable, nonliquefied compressed gas).		173.306(f)		

change to DOT specification 2N is supported by over 4 years of satisfactory shipping experience data reported to the Board by a special permit holder.

In addition, the Board is proposing to make editorial changes to section 178.32-2 to clarify the section and to eliminate descriptions that, at one time were used in the trade to identify the basis weight of tin plate.

In consideration of the foregoing, it is proposed to amend 49 CFR Part 178 as follows:

In § 178.32-2, the text would be amended to read as follows:

§ 178.32 Specification 2N; inside containers, metal cans.

§ 178.32-2 Material.

Each can must be made of good quality tin plate with parts and dimensions in compliance with the requirements of the following table:

Maximum diameter of can	Minimum thickness of metal (Inch)	
	In body	In heads
(Inches)		
1 1/4	0.01134 (107-pound tin plate).	0.01305 (128-pound tin plate). ¹
1	0.01134 (107-pound tin plate).	0.01485 (148-pound tin plate). ²
3/4	0.01405 (135-pound tin plate).	0.01405 (135-pound tin plate). ³

¹ The minimum thickness of metal in each head may be 107-pound tin plate provided side seams are soldered and heads are attached to body sections by full double seams internally soldered.

² The minimum thickness of metal in each head may be 135-pound tin plate provided side seams are soldered and heads are attached to body sections by full double seams internally soldered.

³ Top heads must be attached to body sections by full double seams with durable seaming compound, and bottom heads must be attached to body sections by soldering.

PROPOSAL H—ASTM TEST METHOD REFERENCE CORRECTION IN PART 178, APPENDIX B

The Hazardous Materials Regulations Board is considering an amendment to Part 178, Appendix B of the Department's Hazardous Materials Regulations to provide the correct reference to an ASTM test method used in determining the density of plastics.

The ASTM test method which is presently shown in Part 178, Appendix B for determining the density of plastics is an

obvious error. The reference test method deals with determining the fines content of pelleted carbon black and is not used in determining the density of plastics. This notice of proposed rule making proposes to change the reference to reflect the correct ASTM test method.

In consideration of the foregoing, it is proposed to amend 49 CFR Part 178 as follows:

Appendices to Part 178, Appendix B would be amended to read as follows:

TABLE 1

Property	Type I	Type II	Type III	ASTM method
***	***	***	***	***
(Change)				
Density, g./cc.....	0.910—<0.926.....	0.926—<0.941.....	0.941—<0.965.....	D1505-68.
***	***	***	***	***

Interested persons are invited to give their views on these proposals. Communications should identify the docket number and the proposal and be submitted in duplicate to the Secretary, Hazardous Materials Regulations Board, Department of Transportation, 400 Sixth Street SW., Washington, DC 20590. Communications received on or before November 7, 1972, will be considered before final action is taken on these proposals. All comments received will be available for examination by interested persons at the Office of the Secretary, Hazardous Materials Regulations Board,

both before and after the closing date for comments.

These proposals are made under the authority of sections 831-835 of title 18, United States Code, section 9 of the Department of Transportation Act (49 U.S.C. 1657), and title VI and section 902(h) of the Federal Aviation Act of 1958 (49 U.S.C. 1421-1472(h)).

Issued in Washington, D.C., on August 3, 1972.

WILLIAM K. BYRD,

Deputy Director,

Office of Hazardous Materials.

[FR Doc. 72-12374 Filed 8-9-72; 8:45 am]